

FIG. 1A

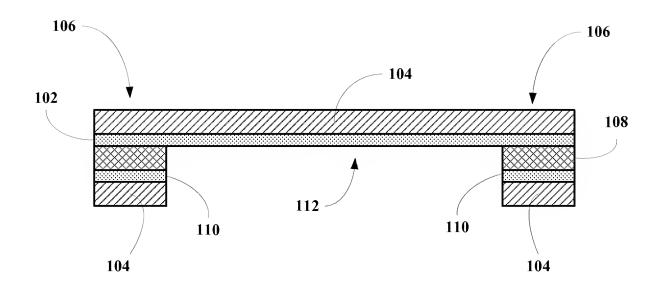


FIG. 1B

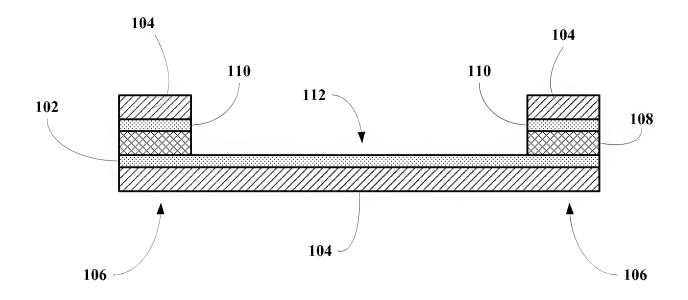


FIG. 1C

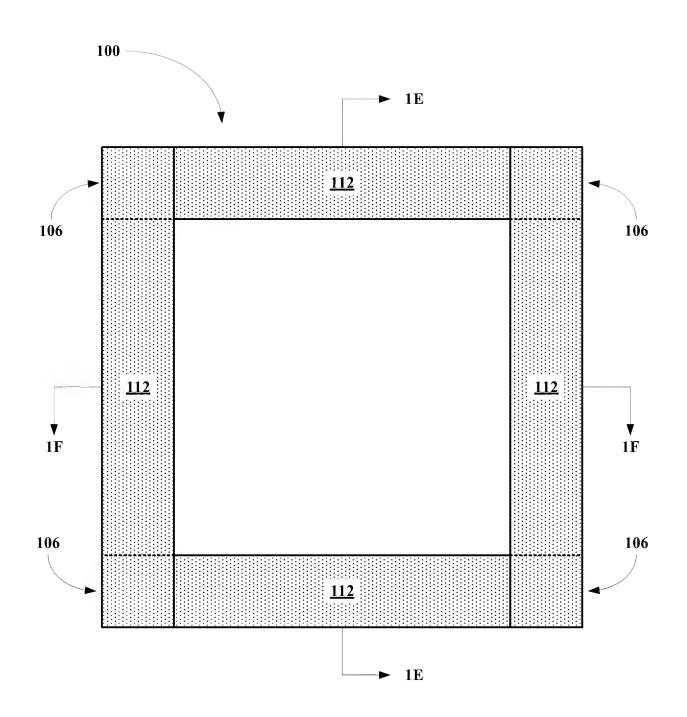


FIG. 1D

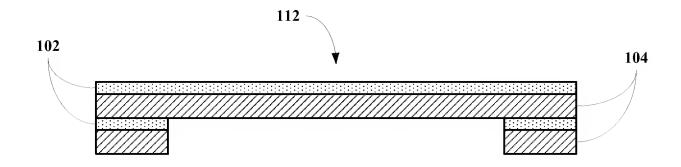


FIG. 1E

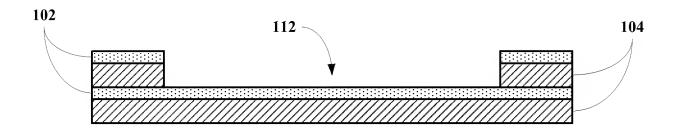


FIG. 1F

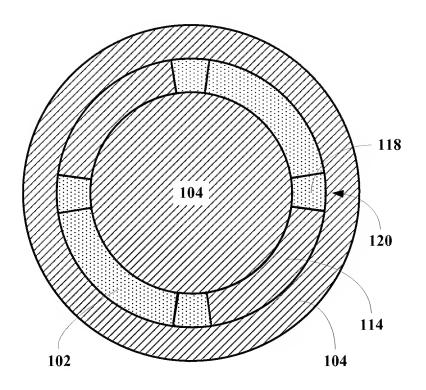


FIG. 1G

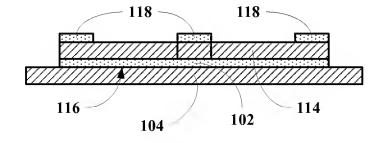
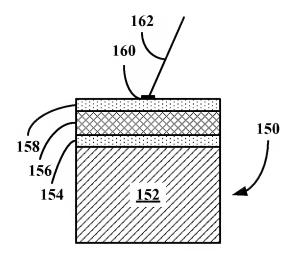


FIG. 1H



172 174 168 170 164

**FIG.** 1I

FIG. 1J

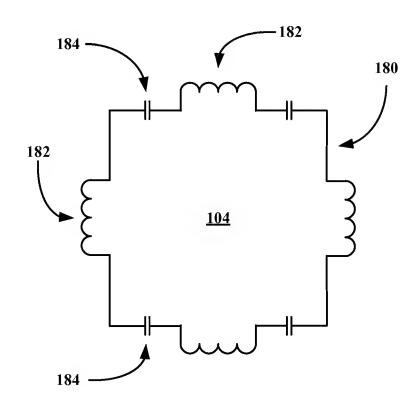
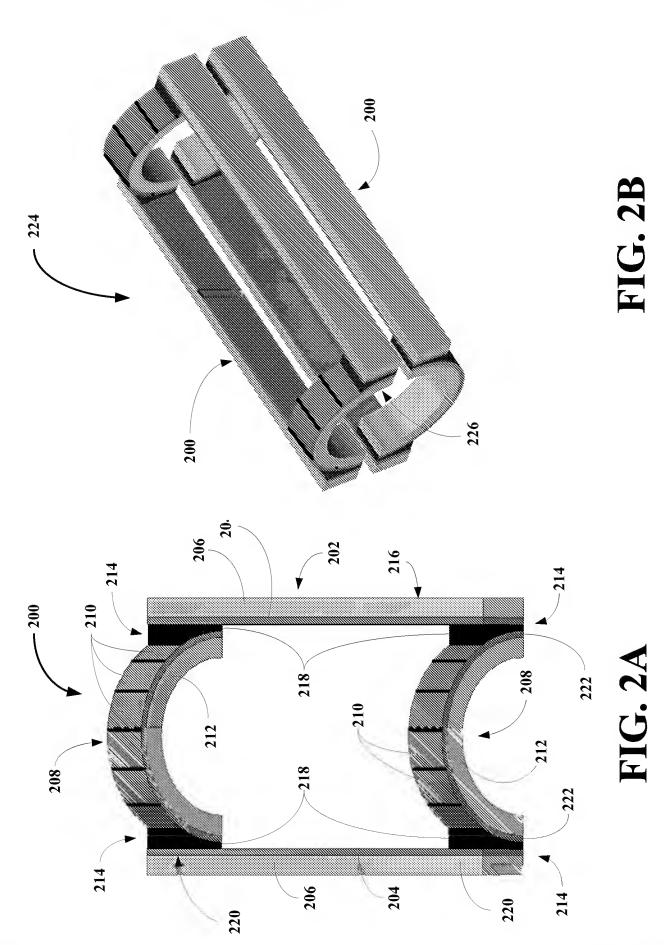
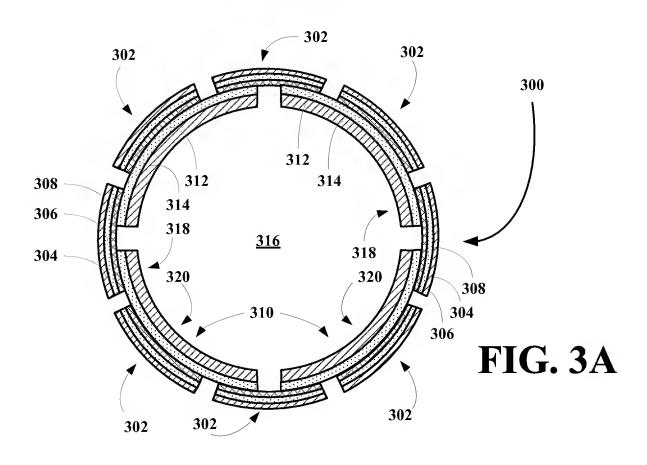
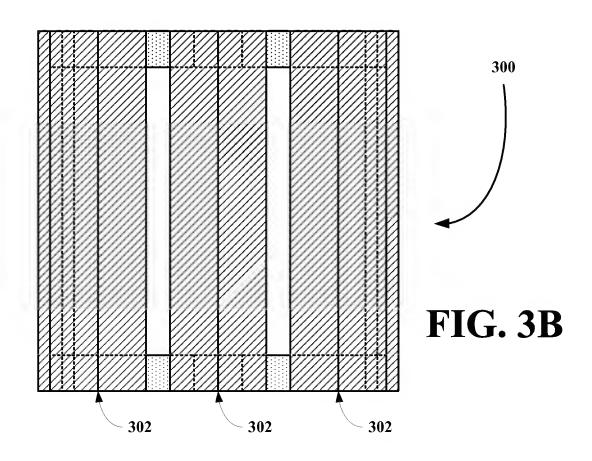


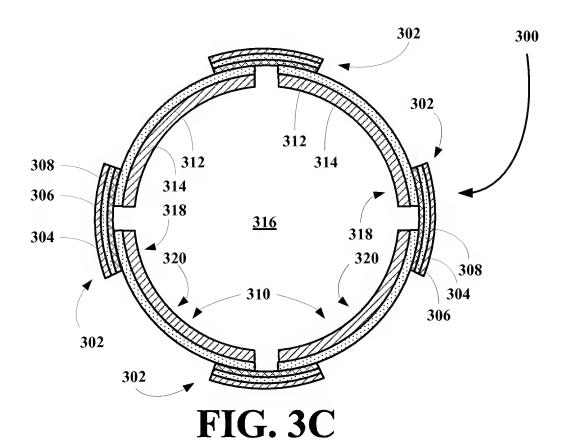
FIG. 1K



#### **REPLACEMENT 8/25**

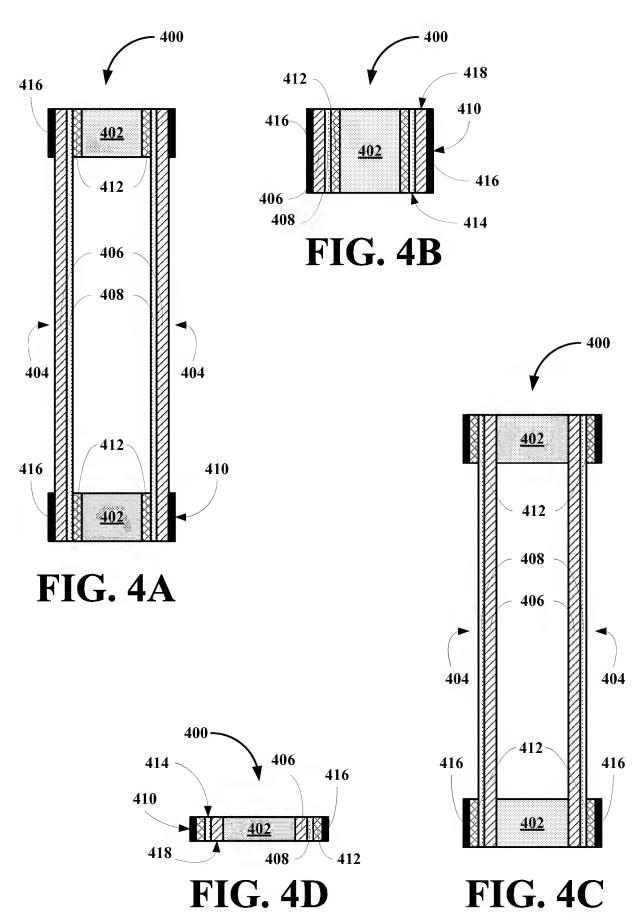


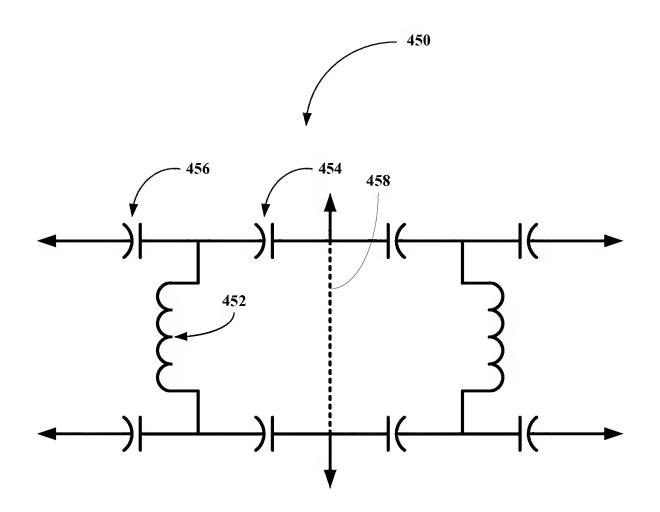




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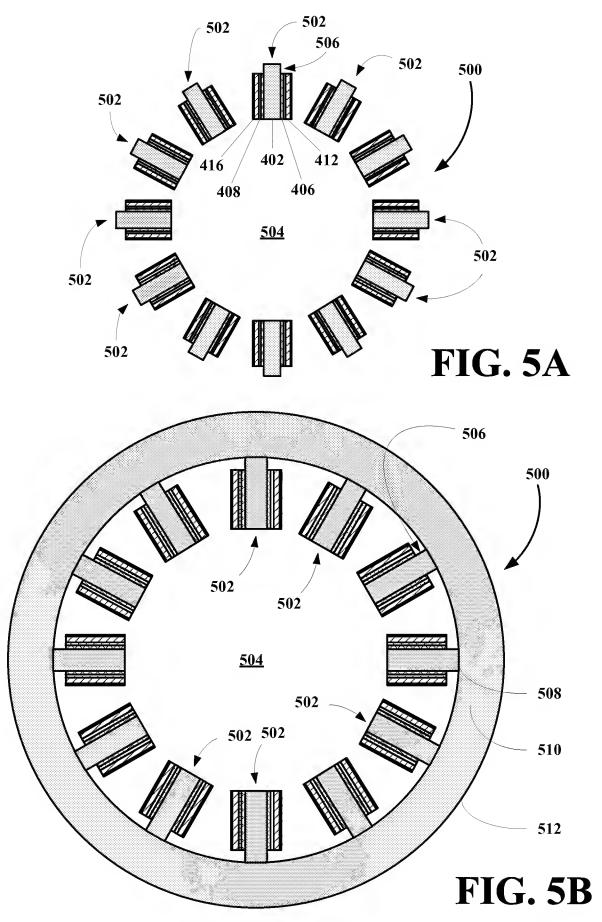
FIG. 3D





## FIG. 4E

#### **REPLACEMENT 12/25**



#### **REPLACEMENT 13/25**

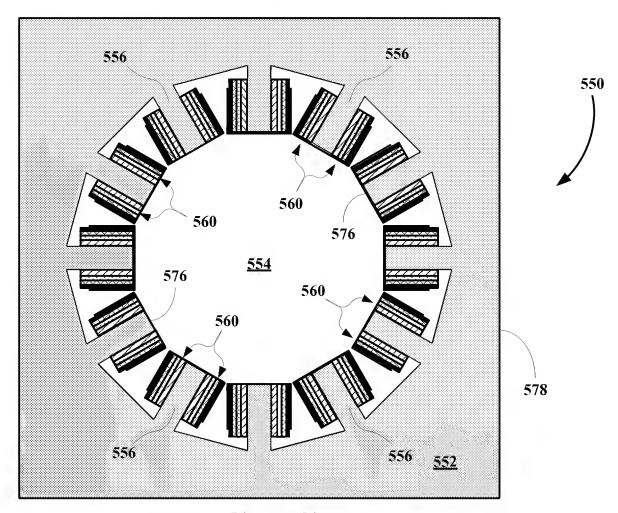


FIG. 5C

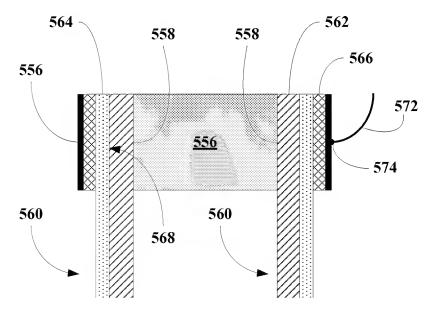
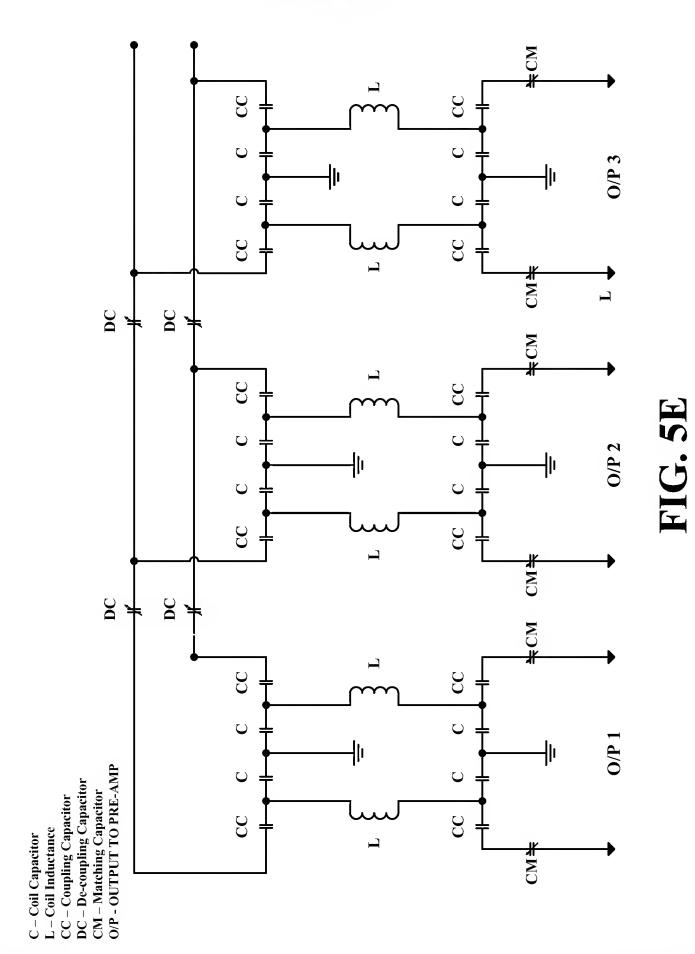


FIG. 5D



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#### **REPLACEMENT 15/25**

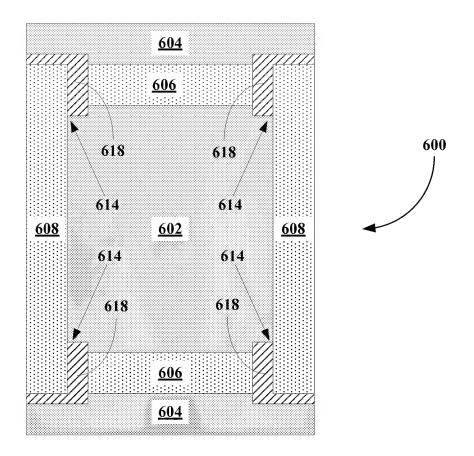


FIG. 6A

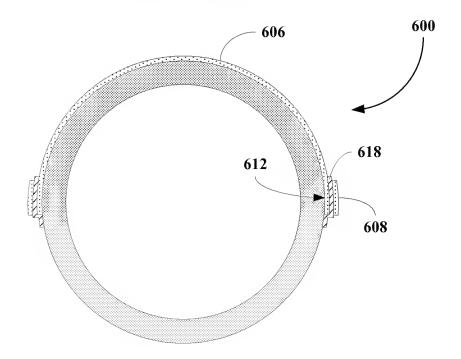


FIG. 6B

#### **REPLACEMENT 16/25**

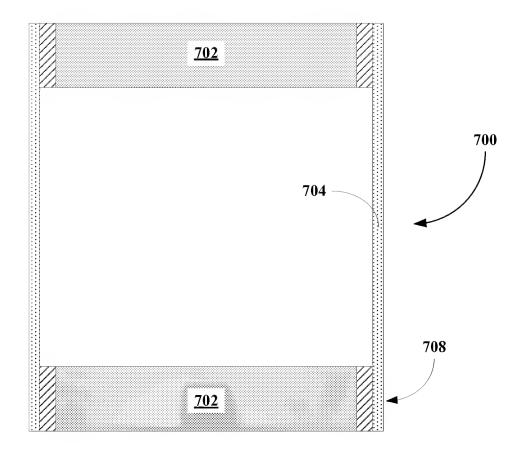


FIG. 7A

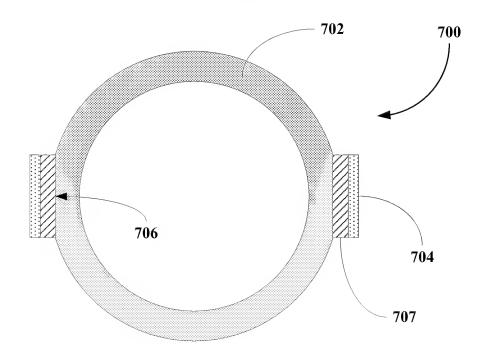
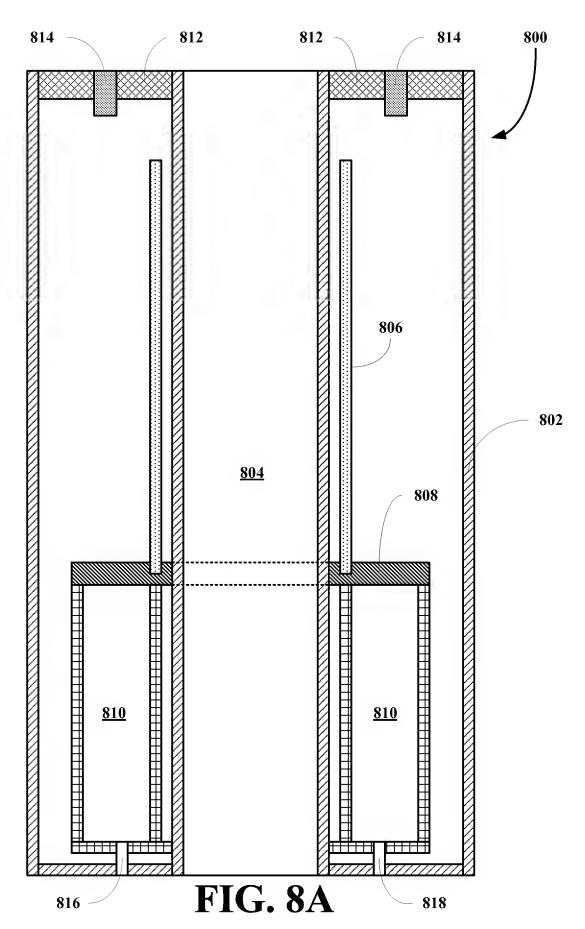
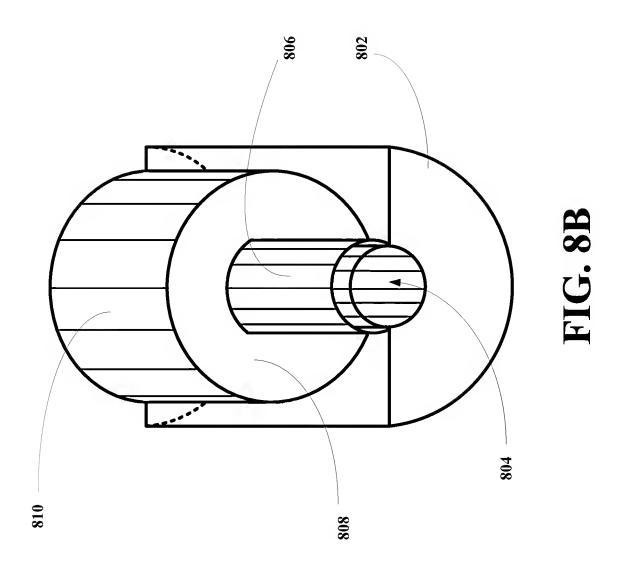


FIG. 7B

#### **REPLACEMENT 17/25**





### **REPLACEMENT 19/25**

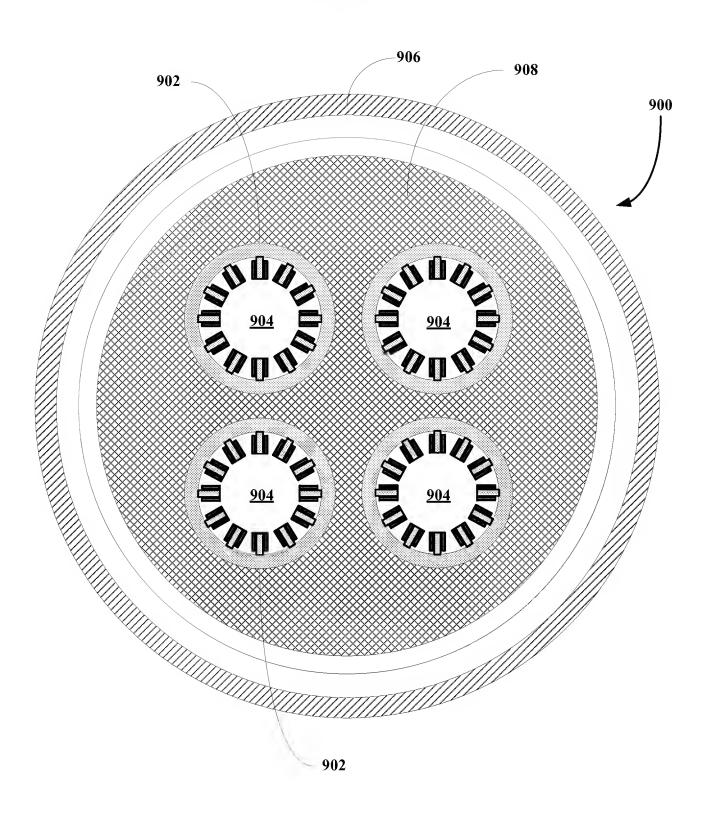
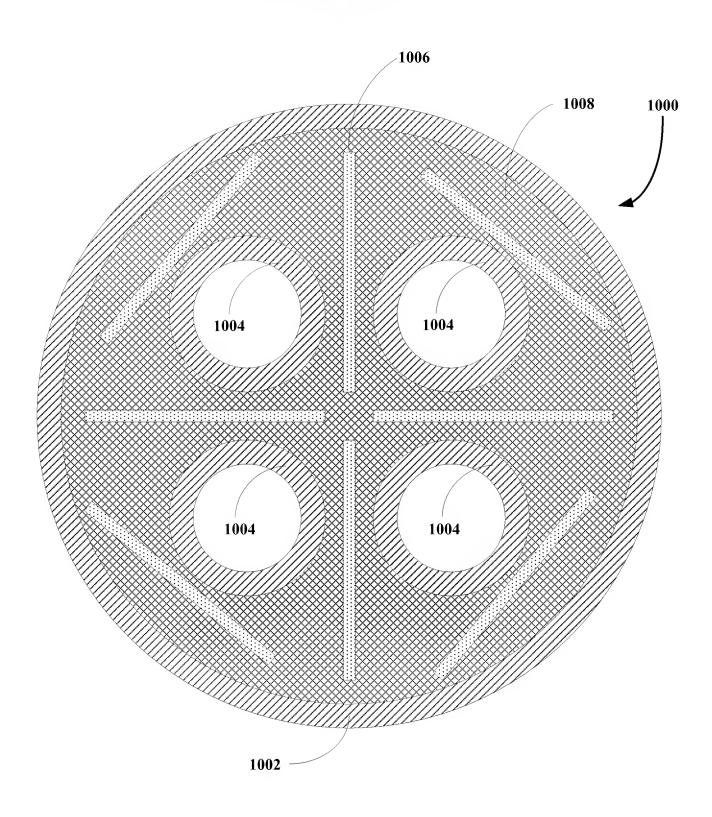


FIG. 9

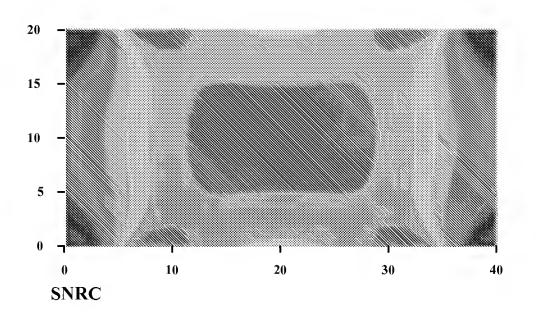
#### **REPLACEMENT 20/25**



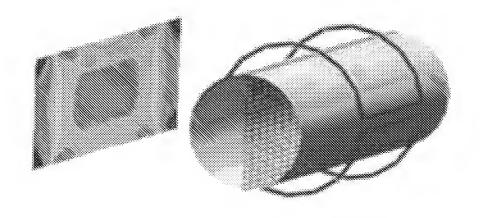
**FIG. 10** 

#### **REPLACEMENT 21/25**

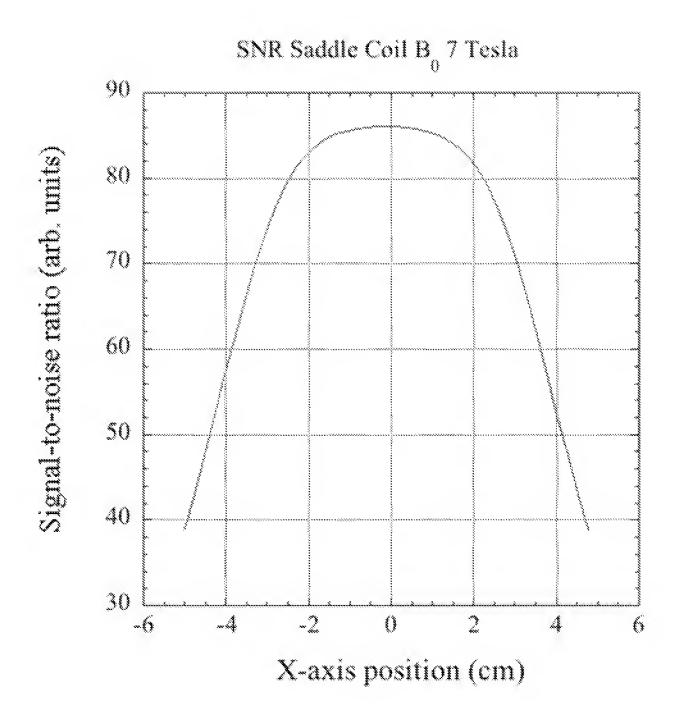
# IV. ADDITIONAL INFORMATION SNR for Two Saddle Coils in Horizontal Position



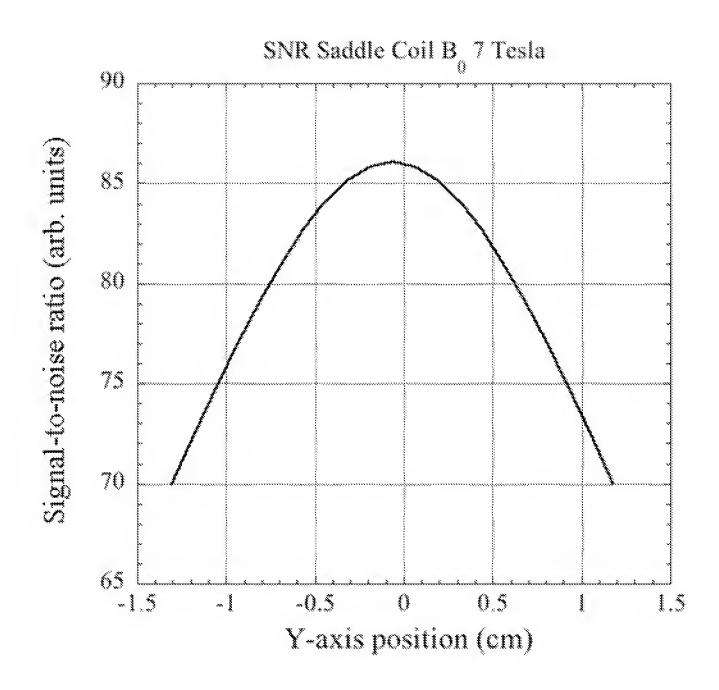
**FIG. 11A** 



**FIG. 11B** 



**FIG. 11C** 



**FIG. 11D** 

